Service Stations

SHEPARD BUILDINGS

REGISTERED U.S. PAT. OFF.

ARTHUR B. SHEPARD CORPORATION

ARCHITECTS AND MANUFACTURERS

11 BROADWAY

NEW YORK

Shops

Newark, New Jersey

Catalogue

No. 20

125

2 items

SHEPARD BUILDINGS

ARCHITECTS AND MANUFACTURERS OF

Standardized Structural Steel Fireproof Service Station Buildings

ERECTED BY YOUR OWN MEN

Siding of Brick, Concrete, Zinc or Galvanized Steel

Roofing of Tile, Copper or Zinc Shingles, or Galvanized Corrugated Steel

ARTHUR B SHEPARD CORPORATION

ARCHITECTS AND MANUFACTURERS

GENERAL OFFICE ~~AND SHOPS~~

~~NEWARK, NEW JERSEY U. S. A.~~

~~11 BROADWAY, NEW YORK~~

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SHEPARD BUILDINGS

A DRIVE through some of our more important cities will surely indicate to you that man is not content with four walls and a roof. Time has developed a sense of beauty and artistic conception. This is evidenced in the comparatively inexpensive though beautiful type of home architecture, the terraced form of office building, improvement in factory construction, and a sense of the beautiful in home decoration, and the craving of mankind for something more than a pile of bricks and mortar.

When the oil companies first started to use gasoline filling stations they consisted merely of four walls and a roof, a shelter for the station attendant, but as competition developed they realized that if their stations and grounds were more attractive they would draw trade, given two places to do business, the motorist will stop at the place which is attractive in appearance and where he gets service. So they built their stations of brick or stucco applied to hollow tile, and many are continuing to build them in this old-fashioned manner. There are many disadvantages to this method. The station cannot be moved to another location. This method of construction is slow and costly, contract is let to general contractor who has to employ all skilled labor and brick masons' and plasterers' wages are about double over pre-war days. Unless stucco is applied to metal lath there is great liability to crack in various places, particularly as you cannot now obtain plasterers who are expert in applying stucco as you could years ago. The greatest disadvantage in this method is that it is very difficult to build an artistic station in this manner, for you cannot make attractive columns, pilasters, cornices and other decorative features for these small buildings by the use of brick or stucco. Some companies have built some very attractive stations by using cut stone for these decorations, but it is extremely costly.

This difficulty has been overcome by the ARTHUR B. SHEPARD CORPORATION (who were the originators of sectional service stations built of structural steel) by the use of heavy galvanized sheet steel for its artistic veneered columns and paneled pilasters with Grecian Doric or Ionic capitals, attractive friezes, architraves and cornices, and with siding of the same material riveted to structural steel side-wall sections before shipment. When a SHEPARD STATION is furnished in this manner with well-proportioned steel or wood sash and Spanish metal tile roof with the side-walls white enameled and the tile painted with some bright color like red or green, it is far more beautiful and will attract more trade than the usual brick or stucco station built by the old-fashioned method.

The more progressive oil men and many of the large oil corporations have for several years past adopted SHEPARD STATIONS and they are now widely used throughout the entire country, west to Oregon, south to Florida and Texas, north into Canada and all through the central and eastern states.

Although we strongly recommend furnishing our stations in the manner mentioned above with heavy galvanized steel siding, we will, when desired, substitute reinforced metal lath so that stucco can be applied after the building is bolted together. You may be interested to know that a much better bond is obtained by use of metal lath than when stucco is applied to hollow tile or brick. Therefore, where stucco is used on SHEPARD STATIONS there is less liability of the stucco cracking than when the stations are built in the old-fashioned way. If brick is desired you can use this as a veneer applied to the structural steel side-walls as in the modern office building.

Experience has shown that the SEVENTY or more different types of SHEPARD STATIONS shown in this catalogue practically meet every requirement of the filling station business. The fact that these stations range in price from three hundred and seventy dollars to thirty-five hundred dollars, with 22 different types under a thousand dollars, 34 types from one thousand dollars to two thousand dollars, and 15 types from two thousand to thirty-five hundred dollars, should enable the purchaser to select a type that will meet his requirements in every way.

See price book No. 22 for prices and detailed specifications.

Steel Work The entire framework of all SHEPARD STATIONS consists of structural steel (not light pressed steel or wood). The canopies are made of heavy structural members consisting of I-beams, H-beams or channels. In stations like our type "L" the I-beams supporting the canopy are 15" beams weiging 44 lbs. per foot.

The side wall frames are made of rolled steel angles or channels, hot riveted together, in our own shops, with heavy ¼" steel plates, giving you well braced sections that you can easily erect with common labor.

All roof trusses are of rolled steel angles of ¼" in thickness, hot riveted together with heavy steel plates. The roof purlins are also of rolled steel angles. These roof trusses are designed to take the heaviest type of roof that can be obtained, including clay tile, weighing 1,000 lbs. per square, which would cave in the roof of ordinary metal buildings.

Design SHEPARD STATIONS are designed on the same correct engineering principles that have made the Shepard industrial buildings so universally used.

Of special importance to you, is the fact that all SHEPARD STATIONS are designed to meet the building codes of the principal cities throughout the country.

We are calling your particular attention to the above for the reason that there are other makes of sectional service stations on the market made of light pressed steel angles or very light rolled steel angles covered with light gauge steel sheets, or buildings with wood framework with light sheet steel covering which are only temporary or semi-permanent buildings. We do not attempt to compete in price with buildings of this class.

Even many of the brick service stations designed by architects and built by general contractors with skilled labor have wood rafters in place of heavy steel trusses and in some cities these will not pass the fire ordinances.

Erection The steel work on all SHEPARD STATIONS can be erected with unskilled labor as it is all fabricated in such a complete manner in our shops before shipment that your own men can easily bolt together the sidewall sections, roof trusses, purlins and canopy parts, and do this in a fraction of the time usually required to complete this work on a station built by general contract. Most of our stations are erected in our shop before shipment, so that there is practically no chance of the parts not readily fitting together when you erect on your site.

Steel Siding Most of our standard types of stations have the sidewall sections covered with 22 gauge galvanized flat sheet steel (or if desired, heavy zinc sheets can be used). These are all carefully selected sheets which are copper riveted in our own shop to the sidewall sections in such a manner that they do not bulge but lie perfectly flat. Instead of lapping the joints of the sheets, as on the ordinary steel building, the sheets on SHEPARD STATIONS are butted together in the form of lock joints so as to obtain a smooth surface over the entire siding. As this work is all done in the shop before shipment, it does away with any sheeting work in the field. As soon as the sidewall sections are bolted together the siding is completed.

After the building is erected a priming coat of flat white paint can be applied to this galvanized steel siding after which a coat of white enamel. This not only gives the building a very attractive and artistic appearance, considered by many even more attractive than white glazed terra cotta or white tile, but allows the building to be washed frequently by the station attendant, by simply putting a hose on the building. This gives you at all times a clean white structure.

Brick and Stucco Siding Where brick and stucco is desired, reinforced metal lath is riveted to the sidewall sections before shipment, so that after the building is erected stucco can be applied to this lath, or a brick veneer wall can be laid below the sash with stucco above or the brick veneer can be run up to the eaves of the building.

It is not necessary to employ general contractors to erect either these brick or stucco buildings. Put up all the steel work with your own men, purchase the necessary brick (when desired, we will estimate quantity required for your building), then hire a couple of brick masons who can do the work in a few days. If stucco is to be used this

can be easily applied in a day and a half or two days by a plasterer furnishing his own material.

Columns and Pilasters On a large number of our stations we supply paneled pilasters at the corners of the building and for the canopy stations paneled veneer columns go over the H-beam columns supporting the canopy. These are made either of heavy gauge galvanized steel or zinc reinforced with steel angles. These pilasters have attractive bases and either Doric or Ionic capitals, which gives a very artistic appearance to the building.

Roofing Spanish metal tile is furnished with nearly all of our stations as this makes the most attractive roofing and can be painted by the customer any color desired. On some types we furnish metal or copper shingles and on some of the plainer types corrugated galvanized sheets. If it is desired to use clay tile we can make an allowance for the omission of metal tile and the customer can purchase the clay tile locally.

Sash On most of our types of stations solid steel ventilated sash is used. This is copper riveted to the sidewall sections before shipment. On other types double-hung wood sash is furnished complete with sash frames, weights and cords. This is placed in the sections after the building is bolted together.

Glass The glass furnished is either one-quarter inch polished plate glass, double strength first-grade American glass, leaded plate glass or Florentine glass, depending on the type of station.

Doors The necessary doors, frames and door hardware are furnished with all stations. These are very attractive paneled doors of special design with one to several lights of glass to conform with the arrangement of sash for each type of station.

Canopies Where stations are used without a canopy to cover the driveway, separate canopies to cover the pumps are sometimes desired. We furnish these in various sizes with single column, two columns and four columns, using large H-beam columns to support the roof, over these beams are placed very attractive paneled veneered columns of 22-gauge galvanized steel with a high base and Doric capital. The roof consists of channels and rolled steel angles, upon which is placed a wood roof deck and Spanish metal tile applied to the same. These canopies add to the artistic effect of the ground and building.

Lighting Standards These are beautiful Ionic columns with paneled shafts and bases of 22-gauge galvanized sheet steel, with capitals of heavy zinc, column being reinforced with steel angle frame work. The shaft is 15 inches wide, 8 feet high. When these are used around the station grounds they add to the attractiveness of the same.

Modern Construction A customer sometimes remarks before realizing what SHEPARD STATIONS are, that he wants a permanent building, that is, the walls of hollow tile and brick. This was the method used many years ago in constructing office buildings. The modern office building now consists of a structural steel frame, with brick or other materials used as a veneer. This is the way SHEPARD STATIONS are built.

Erection Diagrams All the various parts and sections of all types of stations are numbered to correspond with the numbers on the detailed erection diagrams furnished with each building. These diagrams are so simple that it is not necessary to be familiar with building construction to understand them. We also furnish complete erection instructions so the building can be quickly erected with common labor, as all that is necessary is to raise the side wall sections and bolt them together, raise and bolt on the trusses, bolt on the purlins and braces and lay the roofing and glaze the sash. Where tile or shingles are used wood roof boards must be laid before applying the same.

Hardware With each building is shipped all the necessary bolts, nuts and sheet metal screws, glass and putty; with wrenches, pliers, drift pins, putty knives, etc., for use in erecting the building.

Foundation Detailed foundation plans are furnished on receipt of order for station. Foundation can be either concrete or timber. If concrete is to be used, anchor bolts are at once shipped by express, to be set at time of pouring the concrete. Concrete foundation should be about 8 inches wide and about 30 inches in depth, or a

reinforced concrete floor slab 8 inches in thickness. If timber foundation is used, lag screws are furnished for fastening sections to foundation. This can be of either 6″ x 6″ or 8″ x 8″ timber laid flat on the ground with concrete, brick or wood piers sunk in the ground below the frost level.

Method of Shipment All sections are of such a size that they can be readily shipped in box cars so that the buildings will arrive in first-class condition. All flashing, pilasters, glass, etc., is crated.

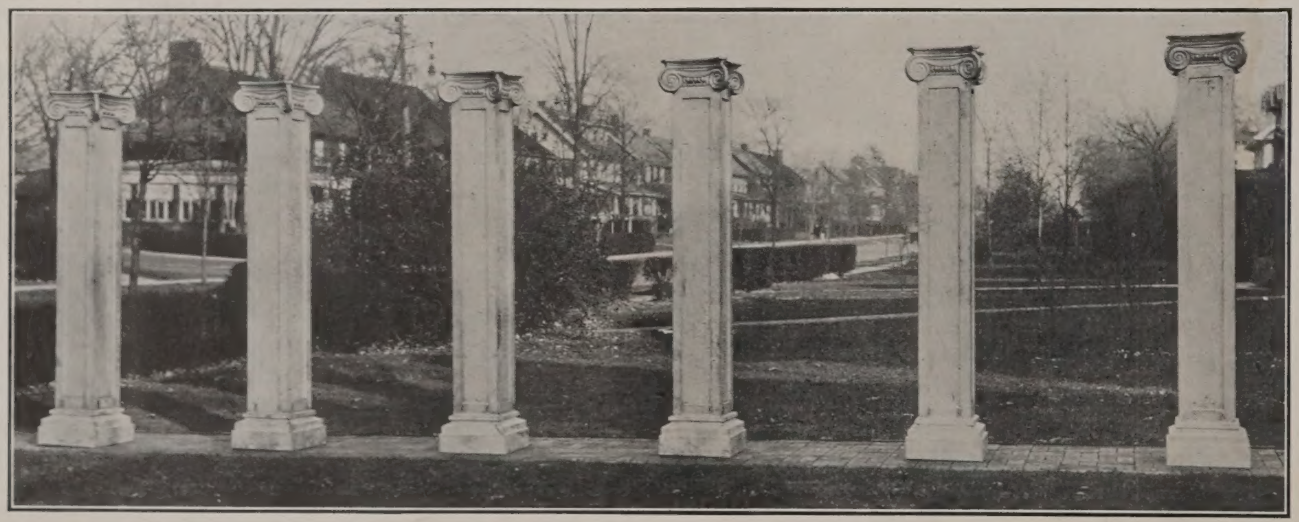
Moving of Stations Where stations are placed on rented property, at the expiration of the lease they can be taken down in a few hours and readily erected on another site with little or no loss of material. Even where our brick and stucco stations are used, the brick being only a veneer can be used over again, and if the sections are carefully moved most of the stucco would remain on the metal lath, and after the building is re-erected, it would only be necessary to plaster on a finished coat.

Lining After the building is erected it can be readily lined by putting in wood nailing strips on the inside of the sections and across the lower cord of the trusses, and nailing to the same one of the various kinds of wall boards, such as plaster board, sheet-rock, etc., or placing metal lath on the steel work and plastering the same. This makes a dead air space between the outside walls and roof of the building and the lining, which acts as an excellent insulator against heat or cold. The building can be kept at a comfortable temperature with a small coal or gas stove even in the coldest climate. If desired we can furnish with the station the nailing strips and wood roof deck in sections, quoting prices for the work. It is not absolutely necessary to line these buildings as all the sections fit together tightly.

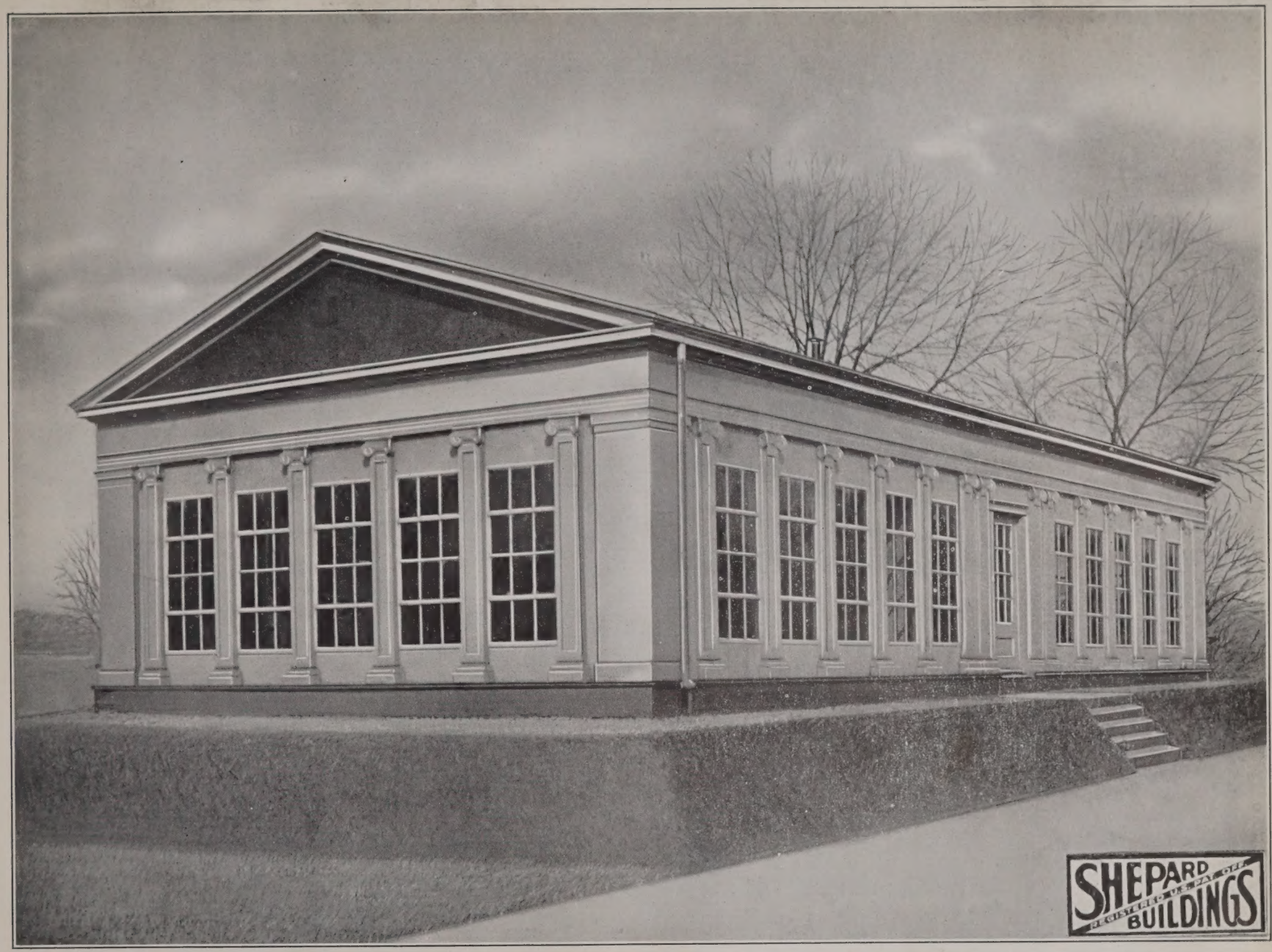
Time of Shipment We usually have several types of complete stations in stock for immediate shipment; also keep in stock parts of other types so that we can ship on receipt of order or in ten days or two weeks, depending on the type and number of buildings ordered.

The following pages show photographic views of some of our many different stations in operation throughout the country; also drawings showing the front and side views and dimensions of the SEVENTY different standard types, views showing methods of lining stations, erection, etc.

For complete specifications of each type of SHEPARD STATIONS see price book No. 22.



Ionic columns used on many SHEPARD STATIONS. Also used as lighting standards.



ARCHITECTURAL AND ENGINEERING OFFICE OF THE ARTHUR B. SHEPARD CORPORATION
at our manufacturing plant at Newark, N. J.

A Shepard Building designed along the lines of an ancient Grecian Ionic temple. It consists of structural steel in sectional form with steel sash and siding, architrave, frieze and cornice of heavy galvanized steel with the Ionic paneled pilasters of galvanized steel and zinc. Our type "U-1" service station is of similar design except smaller. We can furnish buildings of this design in any size required, suitable for a service station, accessory building, or a general office at a manufacturing plant, etc.

SHEPARD SERVICE STATION, TYPE "U" 19 ft. by 10 ft. by 10 ft.

This special station was designed and manufactured by us for the Transcontinental Oil Co., whose trade mark is a Marathon runner, and is erected on Mott Avenue, New York City. It is of ancient Grecian Doric design. (The standard type "U" station is similar to this except the columns or pilasters have paneled shafts instead of round.)

SHEPARD SERVICE STATION, Type "GS", with Stucco Siding, 16 ft. by 10 ft. by 9½ feet.

Structural steel building with steel sash and re-inforced expanded metal lath riveted to the sidewall sections before shipment. Building can be readily erected with common labor, then a plasterer employed to apply stucco to the metal lath, resulting in a large saving in time and expense over the old method of first laying a brick or hollow tile wall and then applying stucco.

Furnished Metro Stations Incorporated, Olean, New York.

SHEPARD SERVICE STATION, Type "G", 16 ft. by 14 ft. by 10 feet.

This station is used by The Atlantic Refining Company of Philadelphia, Ajax Oil Company, Buffalo, Great Western Oil Company, Cleveland, and others; consists of structural steel frame; steel sash and 22 gauge galvanized sheet steel riveted to the sidewall sections before shipment; tile roof, double strength clear glass. Can also be furnished with zinc instead of galvanized steel siding, or with re-inforced metal lath, on which stucco can be applied.

SHEPARD SERVICE STATION TYPE "M-2", 20 ft. by 14 ft. by 10½ ft.

Designed and manufactured for the Sun Oil Company of Philadelphia. Consists of structural steel sidewalls and steel trusses, 22 gauge galvanized steel siding and steel sash rivited with copper rivets to the sections, before shipment. Spanish metal tile roofing. This station can also be arranged for stucco in place of galvanized steel siding. Note the attractive pilasters with Ionic capitals of zinc.

SHEPARD SERVICE STATION TYPE "Y" 20 ft. by 6 ft. by 11 ft.

Designed and manufactured for the Standard Oil Company for use on a shallow lot so as to allow two driveways in front. Building consists of structural steel sidewall sections with 22 gauge galvanized steel and solid steel ventilated sash riveted to sections with copper rivets, before shipment, steel I-beams in place of roof trusses. Note the attractive Doric pilasters and high architrave, frieze and cornice.

SHEPARD SERVICE STATION TYPE GS 16 FT. x 10 FT. x 9½ FT.

This station was designed by us for the Standard Oil Company (Ohio) for whom we have manufactured about 75 stations. It is also used by the Sun Oil Company, Philadelphia, Canfield Oil Company, Cleveland, Metro Stations, Inc., Olean, New York, and other Oil companies.

It is similar to the Type "G", except somewhat smaller and without transom sash.

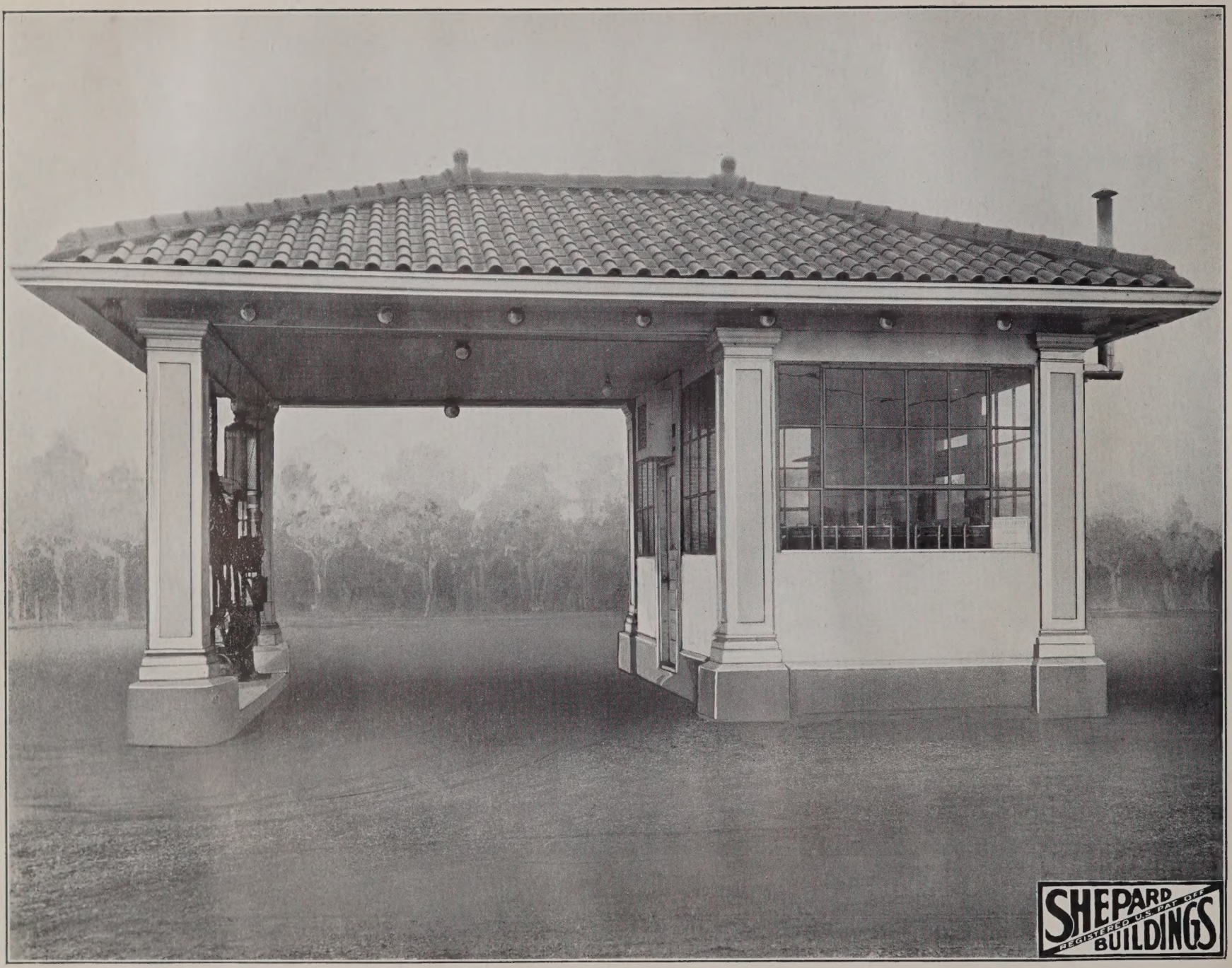
SHEPARD SERVICE STATION TYPE K 16 FT. by 30 FT. by 10 FT.

This station consists entirely of structural steel with 22 gauge galvanized steel and steel sash riveted to the sidewall sections before shipment. Note the attractive paneled pilasters. veneered columns and cornice of 22 gauge galvanized steel.

Used by The Hickok Producing Company, Toledo, Ohio, The Pennsylvania Independent Oil Company, Allentown, Pennsylvania and others.

SHEPARD SERVICE STATION, TYPE "JR" 12 ft. by 8 ft. by 8½ ft.

An inexpensive but attractive small building, used in quantities by one of the large oil corporations on state highways. Consists of structural steel in sectional form with 22-gauge galvanized steel siding and cornice, double-hung wood sash and Spanish metal tile roof.



SHEPARD SERVICE STATION, TYPE "GS-1" 16 ft. by 24 ft. by 9½ ft.

This station is similar to the type "C" having the same size canopy but smaller office. It is one of our most attractive yet inexpensive canopy stations. Is used by the Yellowstone Trail Garage Co., Custer, Montana. Toledo Fuel Co., Toledo, Ohio and others.

SHEPARD SERVICE STATION TYPE "C" 16 FT. by 28 FT. by 10 FT.

This is one of our most popular types of canopy stations. It is being used by the Shaffer Oil & Refining Company, Omaha, Nebraska, Dutee W. Flint Oil Company, Providence, R. I., Great Western Oil Company and Frontier Oil Company, Cleveland, Ohio, Majestic Oil Company, Columbus, Ohio, George W. Vetter, Palisade, New Jersey, and others. Consists of structural steel (H beams, I beams and heavy angles), furnished in sections with steel sash, paneled pilasters, columns and tile roof. It has been furnished to these companies with siding of stucco, brick and 22 guage galvanized steel, or all galvanized steel.

SHEPARD SERVICE STATION Type "Double C" 16ft. by 56ft by 10ft.

This large station consists of two of our Type "C" Service Stations, placed back to back with roof extending over both buildings. Note the correct prpportion, attractive paneled pilasters and columns and tile roof. Half of it is used for a gasoline filling station and the other half for a storage battery service station. Furnished to The Great Western Oil Company, Cleveland, Ohio.

SHEPARD SERVICE STATION TYPE "L-1". 20 ft. by 45 ft. by 12 ft.

We have designed and manufactured several of this type for the Emery Mfg. Co., of Bradford Pa. . Consists of structural steel frame with 15 inch I-beams supporting the 29 ft. canopy and heavy H-beam columns, steel sash 22 gauge siding and white enamel face brick below the sash. Paneled pilasters veneered columns and frieze. After erecting these stations this customer writes as follows:

"We are very much pleased with these stations, which are considered not only by ourselves, but by the residents of these cities, as being the most beautiful stations in the surrounding country. We have received a great many compliments on their appearance."

SHEPARD SERVICE STATION TYPE "L-2". 15 ft. by 50 ft. by 11 ft.

Designed and manufactured for the National Refining Company. Of structural steel frame and roof trusses, solid steel sash and 22 gauge galvanized steel riveted with copper rivets to sections, before shipment. Space below the sash left open for brick filler wall consisting of tapestry brick. Steel H-beams and I-bams support the canopy. Spanish metal tile roof. Note the paneled veneered columns and pilasters.

SHEPARD SERVICE STATION, Type "S-2", 33 ft. wide by 43 ft, long by 10 ft. high.

Six cars can find shelter from rain under these large canopies. Note that all columns at drive ways are omitted; this required extra heavy steel trusses. Office consists entirely of steel sash with white enamel brick below. Designed and manufactured for the Hickok Producing Co. and erected in Cleveland.

SHEPARD SERVICE STATION, Type "AQ", 15 ft. by 29½ ft. by 10 feet.

Brick and stucco building with structural steel frame designed and manufactured for the Standard Oil Co. (Ohio). Reinforced metal lath is riveted outside and inside the wall sections and also the steel sash before shipment. After the sections, trusses and canopy parts are bolted together stucco and plaster are applied to the outside and inside walls respectively and face brick laid below the sash, a large saving in time of erection over the old methods.

SHEPARD SERVICE STATION, Type "L", 16 ft. by 41 ft. by 10½ feet.

This building is just as permanent as one of solid masonry which usually takes two months or more to build. It was erected and finished complete in ten days' time. This building consists of structural steel with the sidewall sections having re-inforced metal lath riveted to them before shipment. The canopy is 29 ft. clear span, and for supporting this, there is used 15" I-beams, weighing 44 lbs. per ft. All steel work can be readily erected with common labor, then a plasterer and brick mason employed to apply the stucco to the metal lath and the face brick veneer wall below the sash.

SHEPARD SERVICE STATION, Type "E", 14½ ft. by 29½ ft. by 9½ feet.

This station is of the same general design as the Type "L" and the Type "E-2," except that it has a single covered drive-way. The steel sections (with re-inforced metal lath riveted to them before shipment) the trusses, H-beams and I-beams supporting the canopy, etc., can be readily erected with common labor in a day's time. It requires less than 1000 face brick, which are usually laid by a brick mason and a helper in a day and a half. The applying of stucco can be done in about the same time and the station lined, wood roof deck laid and tile applied, completing the station within a week from date of delivery.

SHEPARD SERVICE STATION TYPE E-2 18 ft. by 38 ft. by 9½ ft.

Brick and Stucco station with double covered drive way, similar to the Type L except having four columns supporting the canopy instead of two. The entire structural steel frame can be readily erected with your own men, then hire a brick mason and plasterer to apply the face brick veneer and stucco.

Furnished in quantities to the Brooks Oil Co., Cleveland. Ohio; also built for the Factory Oil Co., Akron, Ohio; Tidioute Refining Co., Tidioute, Penna; Statesville Oil Co., Statesville, North Carolina and others.

SHEPARD SERVICE STATION, TYPE "AA", 17ft. by 24½ft. by 9½ft.

This station is of the same general construction as Type "A". It is used by The Standard Oil Company on small pieces of property which will not admit of the erection of the Type "A" on account of its length. The building proper is 17 ft. by 10 ft.; canopy 17 ft. by 14½ ft., can be erected in a days time or less with common labor.

SHEPARD SERVICE STATION Type "A" 14½ ft. by 29 ft. by 9½ ft, Average time of complete erection 6 hours with 4 men.

This is a picture of our first Service Station which was designed and manufactured for the Standard Oil Company (Ohio) These are in operation in nearly every city and town in Ohio. We have furnished that Company alone over 70 of this type. Is is also furnished in large quantities to the Standard Oil Company (Kentucky) for erection in cities and towns in Florida, Mississippi, Georgia, Alabama and Kentucky and used by other companies in states as far west as Oregon and east to Connecticut.

SHEPARD SERVICE STATION Type "B" 14½ ft. by 28½ ft. by 9½ ft.

Used by the National Refining Company in large quantities for erection throughout Ohio, Michigan and Texas. The construction is similar to the Type "A". Frame of structural steel members hot riveted together in the form of sections, trusses, etc., with 22 gauge galvanized steel and steel sash riveted to the sections with copper rivets, before shipment, thus doing away with all sheeting work in the field. The roof consists of 22 gauge galvanized corrugated steel sheets laid directly on the steel roof purlins. Can be erected in the same time as the Type "A".

SHEPARD SERVICE STATION, Type "BB", 14½ ft. by 32 ft. by 9½ feet.

This station is of the same general design as the Type "B", except the building is larger, being 14½ ft. by 18 ft. to contain a ladies' rest room. Consists of structural steel with 22 gauge galvanized sheet steel and steel sash riveted to the sidewall sections before shipment; roof of 22 gauge galvanized corrugated sheets, laid directly on the steel purlins without the use of wood sheeting boards. This building is erected with common labor in about a day's time.

Used by The Factory Oil Company, Akron, Ohio, and Hughes Oil Company, Glendive, Montana.

SHEPARD SERVICE STATION, Type "B-2", 14½ ft. by 36 ft. by 9½ feet.

Construction of this station is similar to Types "B" and "BB", with structural steel frame and 22 gauge galvanized steel and steel sash riveted to the side-wall sections before shipment; roof of 22 gauge corrugated steel, laid directly on the steel purlins without the use of wood sheeting boards. It makes an ideal station for a lot of sufficient size to allow drive-ways on either side of the station. This building was designed and manufactured for J. G. Eckley and is located on the Lake Shore Boulevard, near Mentor, Ohio, on the automobile route from Cleveland to Buffalo.

SHEPARD SERVICE STATION Type "O" 12 ft. by 8 ft. by 8 ft.

This station is well adapted for small lots; is low in cost and is often used in places where it is not necessary to erect a more elaborate station. It is designed on the same correct engineering principles as our highest grade buildings, consisting of structural steel members hot riveted together in the form of sections with solid steel sash and 22 gauge galvanized sheet steel riveted with copper rivets to the sections, before shipment. Roof of 22 gauge galvanized corrugated steel. It is used by the Cities Service Oil Company Cleveland; Red Bank Oil Company Red Bank, N. J. and others. Can be erected in about 3 or 4 hours with unskilled men.

SHEPARD SERVICE STATION, TYPE A-1, 14½ ft. by 34½ ft. by 9½ ft.

This station is similar to the Type A, except the canopy is 20 ft. in length with extra heavy I-beams to support the long span. Is used by The Standard Oil company on property where the curve of the drive-way is of short radius.

The canopy is wide enough to accomodate two cars besides a drive-way on the outside for trucks.

SHEPARD SERVICE STATION, Type "A-2," 14½ ft. by 43½ ft. by 9½ feet.

This building is the same as our Type "A" which we furnish in large quantities to The Standard Oil Companies of Ohio and Kentucky, except it is provided with two canopies, and used where the lot is large enough for two drive-ways. Time of erection is about two hours longer than the Type "A," due to the extra canopy.

This station was furnished to The Saltus Tire & Accessories Company, Meridan, Conn.

SHEPARD SERVICE STATION, Type "P", 10 ft. by 20 ft. by 8 feet.

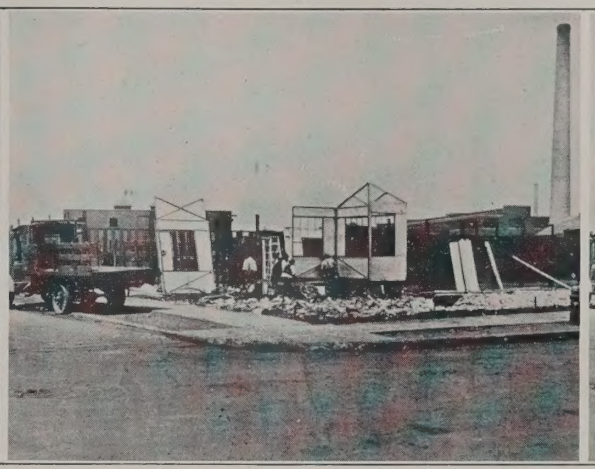
We do not claim any artistic merits for this station and hesitated about showing it in this catalogue, but it is well adapted to small lots and can be used in factory districts where the more elaborate stations are not necessary. It can be erected with three unskilled men in a few hours, and is low in cost. It is of the same general design as our Types "B" and "BB," and although smaller, has the same heavy steel work and galvanized steel siding and roofing.

Furnished to The Transcontinental Oil Company in Pittsburgh, Pa., and The Pure Oil Company.

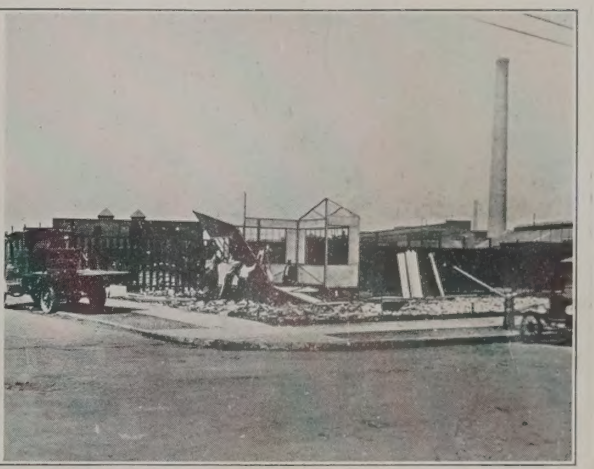
SHEPARD BUILDINGS

VIEWS SHOWING SUCCESSIVE STAGES IN THE ERECTION OF A SHEPARD SERVICE STATION, TYPE "A"

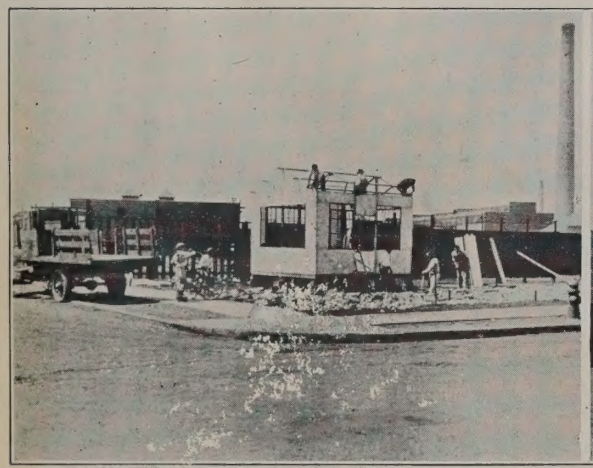
1. One section up; raising second section.



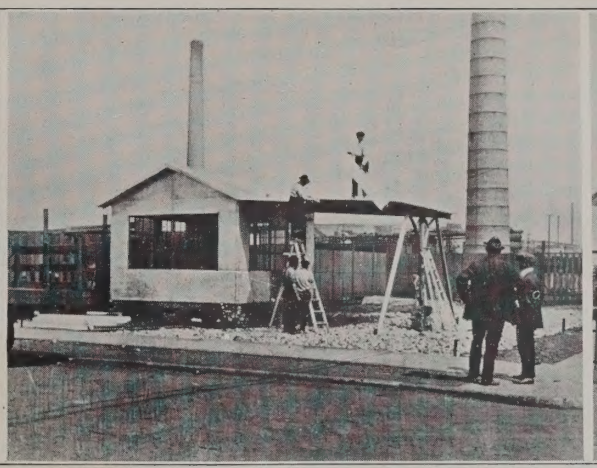
2. Four sections in place.



3. Raising next to last section.



4. All eight sections and door head section bolted together and to foundation. Bolting on the purlins.



5. Canopy column, I-beams and channels bolted together and to building. Laying roof sheets.

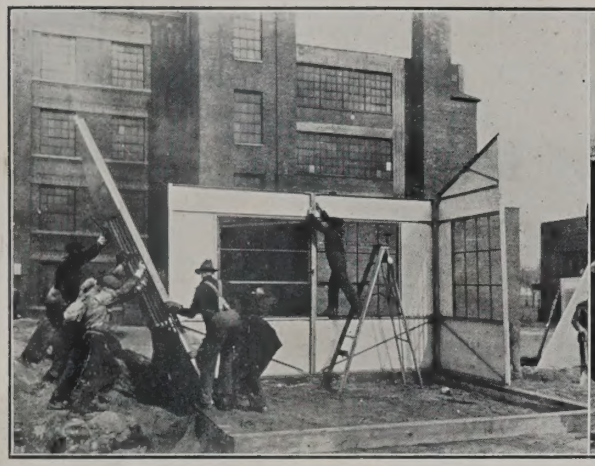
6. Finished building. Time of erection six hours with four men (one foreman and three common laborers).

This Type "A" Service Station is 14½ ft. wide by 29 ft. long by 9½ ft. high at eaves.

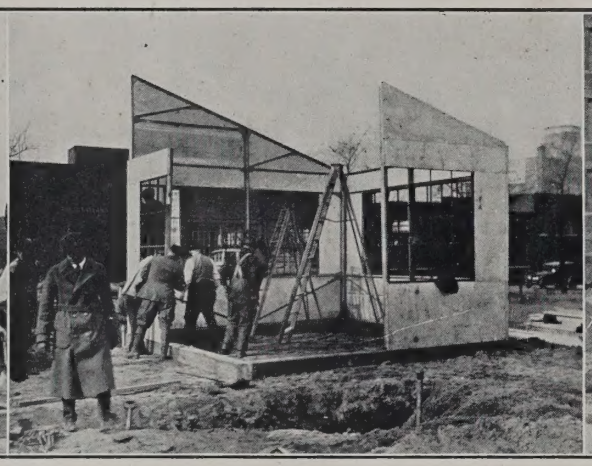
THE SAME METHOD OF ERECTION IS USED FOR THE BRICK AND CONCRETE STATIONS, EXCEPT AFTER THE BUILDING IS BOLTED TOGETHER A BRICK FILLER WALL IS LAID BELOW SASH AND CONCRETE IS PLASTERED ON THE METAL LATH ABOVE AND AT SIDES OF SASH.

SHEPARD BUILDINGS

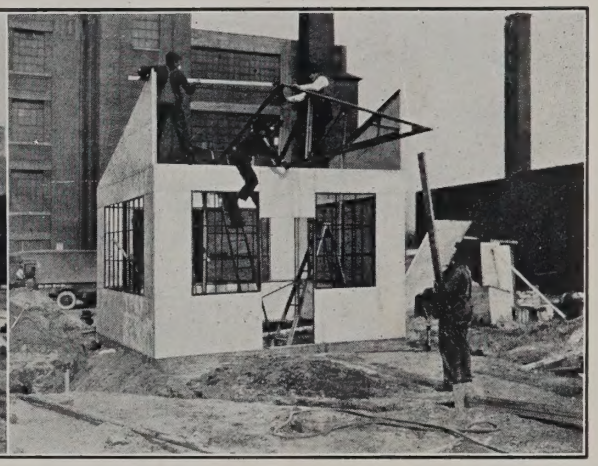
VIEWS SHOWING SUCCESSIVE STAGES IN THE ERECTION OF A SHEPARD SERVICE STATION, TYPE "B"



1. Three sections in place; bolting the two rear sections and raising one side section. Note 8 x 8 inch timber foundation on wood or concrete piers.

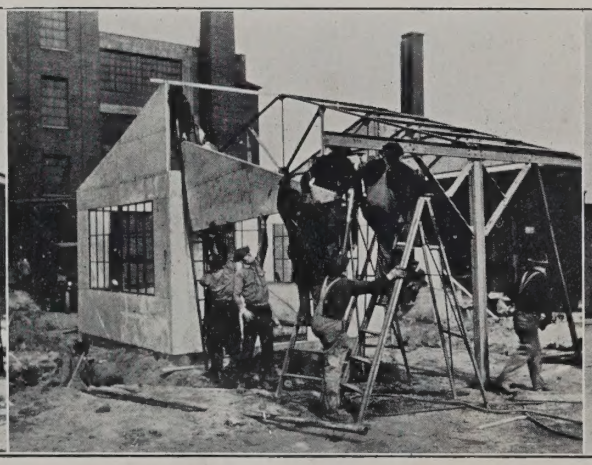


2. Six sections up and bolted ready for remaining two sections. Note steel sash and sheet steel already riveted to sections before shipment.



3. All eight sections and door head section bolted together and to foundation. Setting main truss in place.

4. Canopy column and eave channel raised with one gable end truss in place.



5. Raising the other gable truss; half of purlins in place.

6. Finished building. Time of erection 5½ hours with five men (one foreman and four common laborers).

This Type "B" Service Station is 14½ ft. wide by 28½ ft, long by 9½ ft, high at eaves. The riveting of the steel sash and sheet steel to the sections and furnishing the corrugated roof sheets with purlin wrapping straps riveted to them before shipment greatly reduces the time of erection. All sections, trusses, etc., are numbered to correspond with the numbers on the erection diagrams sent with each building, so that anyone can readily erect these stations with common labor.

THIRTY-EIGHT TYPES OF SHEPARD SERVICE STATIONS WITHOUT CANOPIES

PRINT NO. 23

SHEPARD BUILDINGS

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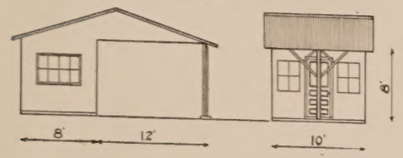
SHEPARD BUILDINGS

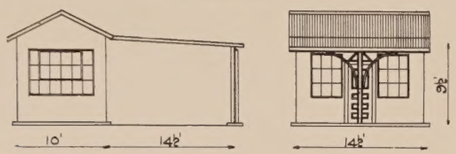
TWENTY STANDARD TYPES OF SHEPARD SERVICE STATIONS WITH CANOPY FOR SINGLE COVERED DRIVEWAY

PRINT NO. 24

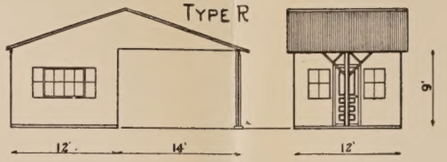
TYPE P



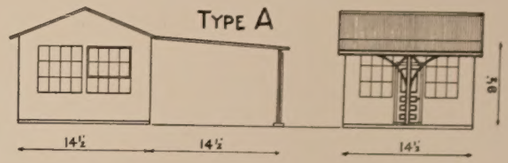
TYPE AY



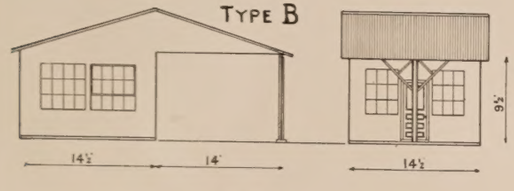
TYPE R



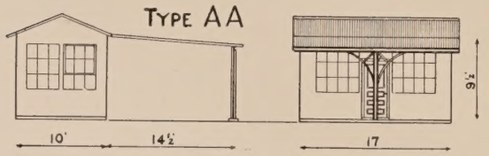
TYPE A



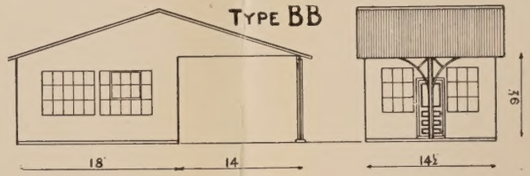
TYPE B



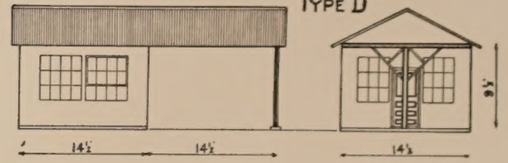
TYPE AA



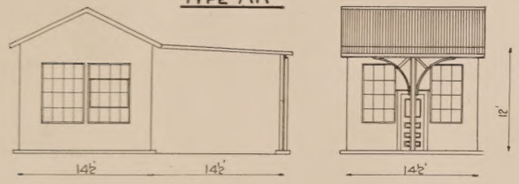
TYPE BB



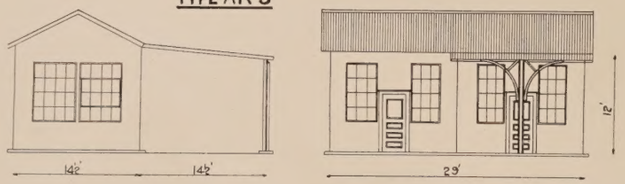
TYPE D



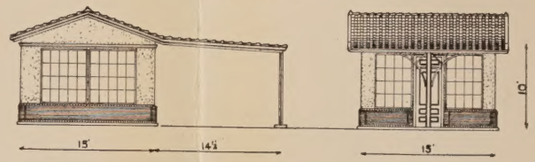
TYPE AK



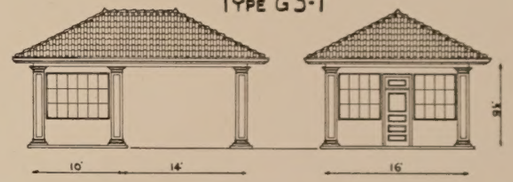
TYPE AK-3



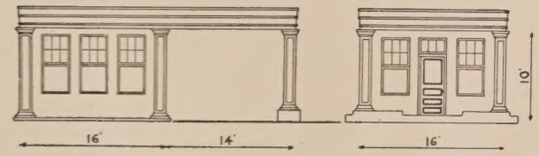
TYPE AQ



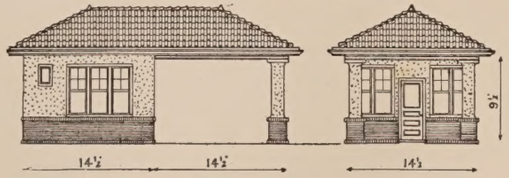
TYPE GS-1



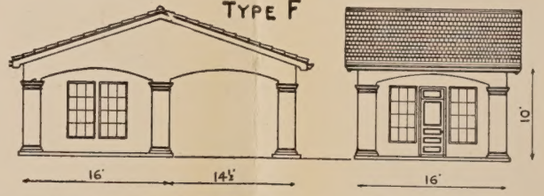
TYPE K



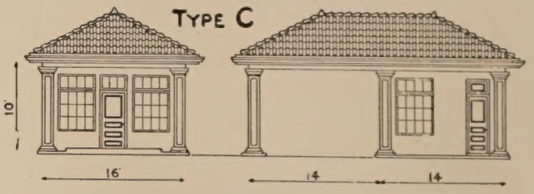
TYPE E



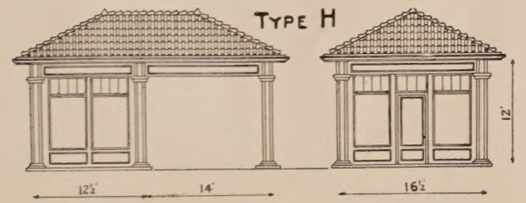
TYPE F



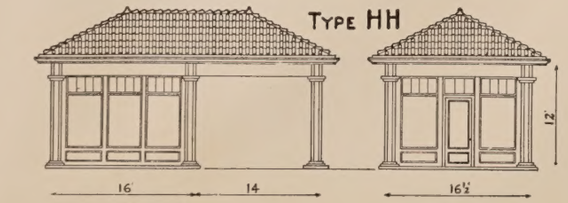
TYPE C



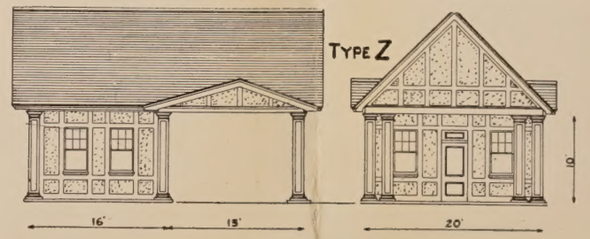
TYPE H



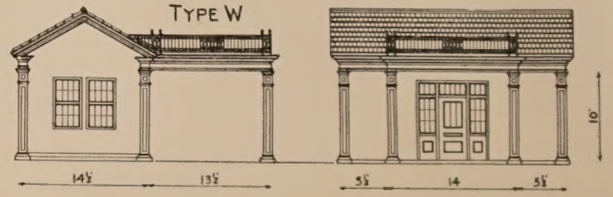
TYPE HH



TYPE Z



TYPE W



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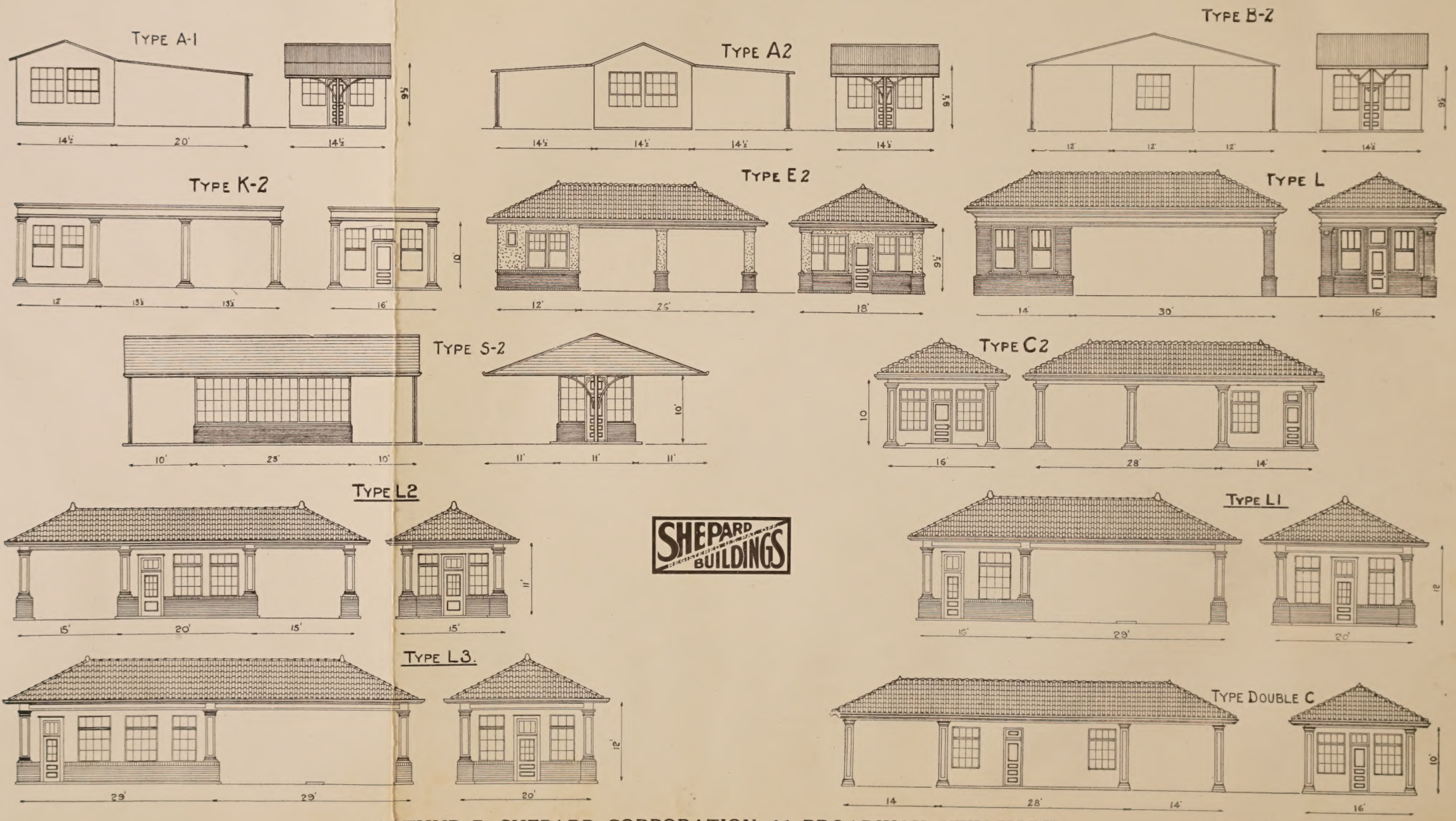
TWELVE STANDARD TYPES OF SHEPARD SERVICE STATIONS WITH CANOPY FOR DOUBLE COVERED DRIVEWAY

PRINT NO. 25



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